

Correspondence with Federal Agencies

U.S. Army Corps of Engineers.....	March 12, 2001
U.S. Fish and Wildlife Service.....	March 13, 2001
U.S. Department of Agriculture	March 19, 2001
U.S. Army Corps of Engineers.....	July 10, 2001
U.S. Environmental Protection Agency.....	December 21, 2001
U.S. Coast Guard	April 28, 2003

Correspondence with State Agencies

Iowa Department of Natural Resources.....	February 28, 2001
Iowa Department of Transportation.....	June 4, 2001
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Illinois Environmental Protection Agency.....	July 12, 2001
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Correspondence with County/Municipal Agencies

Iowa and Illinois Departments of Transportation	November 26, 2002
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Rock Island County Office of the County Board.....	January 9, 2003
Cities of Bettendorf and Moline	January 22, 2003

Correspondence with Other Organizations

CH2M HILL	July 5, 2002
Bettendorf Chamber of Commerce	August 8, 2002
Iowa and Illinois Departments of Transportation	October 28, 2002
River Action, Inc.	May 5, 2003
Iowa Department of Transportation.....	June 4, 2003

Appendix C

Correspondence

Correspondence with Federal Agencies



REPLY-TO
ATTENTION OF

DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P.O. BOX 2004
ROCK ISLAND, ILLINOIS 61204-2004

March 12, 2001

Planning, Programs, and
Project Management Division

Ms. Lidia A. Pilecky, P.E.
Project Manager
CH2M Hill
8501 W. Higgins Road
Suite 300
Chicago, Illinois 60631-2801

Dear Ms. Pilecky:

I received your letter dated February 13, 2001, concerning Interstate 74, Scott County, Iowa, and Rock Island County, Illinois (IM-74-1(122)0-13-82). Rock Island District staff reviewed the information you provided and have the following comments:

a. Your proposal does not involve Corps of Engineers (Corps) fee owned land in the proposed corridor. The construction corridor does cross an area where the Corps constructed an interceptor sewer in connection with the Mississippi River 9-Foot Channel Project. The United States has an easement to construct, operate, and maintain the sewer in that area. The Bettendorf Local Flood Protection levee project built by the Corps in 1981-85 is operated by the City of Bettendorf and lies above the government sewer within your project's construction corridor.

It is important that the integrity of the levee be preserved and operation of the sewer be maintained. The Corps should review plans for the proposed bridge construction for any concerns regarding potential impacts to the government sewer and the Bettendorf LFP levee. If you have any questions regarding this matter, please contact Mr. Terry Stieger. You may reach Mr. Stieger by writing to our address above, ATTN: Emergency Management Division (Mr. Terry Stieger), or by telephoning 309/794-5325.

b. Any proposed placement of fill or dredged material into waters of the United States (including wetlands) requires Department of the Army (DA) authorization. We require additional details of your project before we can make a final determination regarding Section 404 issues. When detailed plans are available, please complete and submit the enclosed application packets to the Rock Island District for processing (enclosures).

c. You should coordinate with the U.S. Coast Guard for permitting issues under Section 9 of the Rivers and Harbors Act. Their address is: Eighth Coast Guard District, Bridge Branch, 1222 Spruce Street, St. Louis, Missouri 63103-2832.

d. The Responsible Federal Agency should coordinate with the Illinois State Historic Preservation Officer, Old State Capitol, Springfield, Illinois 62701 and with the Iowa State Historic Preservation Officer, Capitol Complex, Des Moines, Iowa 50319 to determine impacts to historic properties.

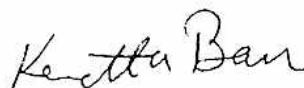
e. The Rock Island Field Office of the U.S. Fish and Wildlife Service should be contacted to determine if any federally listed endangered species are being impacted and, if so, how to avoid or minimize impacts. The Rock Island Field Office address is: 4469 - 48th Avenue Court, Rock Island, Illinois 61201. Mr. Rick Nelson is the Field Supervisor. You can reach him by calling 309/793-5800.

f. Portions of the proposed project may impact areas designated as floodway on the National Flood Insurance Program (NFIP) Flood Insurance Rate Maps (FIRM). You should coordinate your project with the Region VII Federal Emergency Management Agency (FEMA) for those portions of your project in Iowa. Ms. Beth A. Freeman is the Regional Director and her address is: Federal Emergency Management Agency, Region VII, 2323 Grand Boulevard, Suite 900, Kansas City, Missouri 64108-2670. You should also coordinate your project with the Region V Federal Emergency Management Agency (FEMA) for those portions of your project in Illinois. Ms. Janet M. Odeschoo is the Acting Regional Director and her address is: Federal Emergency Management Agency, Region V, 536 South Clark Street, 6th Floor, Chicago, Illinois 60605.

No other concerns surfaced during our review. Thank you for the opportunity to comment on your proposal. If you need more information, please call Mr. Randy Kraciun of our Environmental Analysis Section, telephone 309/794-5174.

You may find additional information about the Corps Rock Island District on our web site at <http://www.mvr.usace.army.mil>. To find out about other Districts within the Corps, you may visit web site: <http://www.usace.army.mil/where.html#Divisions>.

Sincerely,



Kenneth A. Barr
Chief, Economic and Environmental
Analysis Branch

Enclosures



DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P.O. BOX 2004
ROCK ISLAND, ILLINOIS 61204-2004

REPLY TO
ATTENTION OF

<http://www.mvr.usace.army.mil>

Operations Division

Enclosed for your use is a Joint Application Packet entitled, "Protecting Iowa Waters." This packet contains the necessary application forms, drawings sheets, instructions, and information for applying for Department of the Army and State of Iowa permits to perform work in waters within Iowa.

Detailed instructions for completing the application are located on pages 3 thru 6 in the Joint Application Packet. In addition, the application form and drawing sheets are on self-copying paper, so please press down firmly with a hard point pen when completing them, or please type them.

The copies of the application form and drawing sheets are identified at the bottom of each page as to which agency should receive which copy. The copy of the completed application form and drawing sheets marked "Corps of Engineers" and any other pertinent information should be mailed to:

U.S. Army Corps of Engineers, Rock Island
ATTN: Regulatory Branch
Clock Tower Building
Post Office Box 2004
Rock Island, Illinois 61204-2004

The copies of the completed application form and drawing sheets marked "Iowa Department of Natural Resources, Attention: Floodplain Permits Section, and Sovereign Lands" and any other pertinent information should be mailed to:

Iowa Department of Natural Resources
Wallace State Office Building
900 East Grand Avenue
Des Moines, Iowa 50319-0034

Please forward a copy of all approvals to this office when you receive them.

Should you have any questions, please contact our Regulatory Division by letter, or telephone Ms. Donna Willey, 309/794-5373. Please note that this phone number is the correct number to use when calling the Corps of Engineers. Older versions of the Iowa application packet have an incorrect number for the Corps.



DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P.O. BOX 2004
ROCK ISLAND, ILLINOIS 61204-2004

REPLY TO
ATTENTION OF

<http://www.mvr.usace.army.mil>

Operations Division

Enclosed for your use is a Joint Application Packet entitled, "Protecting Illinois Waters." The packet contains the necessary application forms, drawings sheets, instructions, and information for applying for Department of the Army and State of Illinois permits to perform work in waters within Illinois.

Copies of the completed application, drawing sheets, and any other pertinent information should be mailed to three agencies. The most current addresses for these agencies are listed below:

1. U.S. Army Corps of Engineers, Rock Island
ATTN: Regulatory Branch
Clock Tower Building
Post Office Box 2004
Rock Island, Illinois 61204-2004
2. Illinois Environmental Protection Agency
Water Pollution Control, Permit Section #15
1021 North Grand Avenue East
Post Office Box 19276
Springfield, Illinois 62794-9276
3. Illinois Department of Natural Resources
Office of Water Resources
Lincoln Tower Plaza
524 South Second Street
Springfield, Illinois 62701-1787

Your application to the Illinois Environmental Protection Agency should request Section 401 water quality certification. Please forward a copy of all approvals to this office as you receive them.

For your convenience, the copies of the application and drawing sheets are identified at the bottom of each page. Detailed instructions for completing the application are located on the back of the Joint Application form. In addition, the Joint Application form and drawing sheets are on self-copying paper, so please press down firmly with a hard point pen when completing them.

Should you have any questions, please contact our Regulatory Division by letter, or telephone Ms. Donna Willey, 309/794-5373.

(Enclosure)



United States Department of the Interior

IN REPLY REFER
TO:

FWS/RIFO

FISH AND WILDLIFE SERVICE

Ecological Services
Rock Island Field Office
4469 48th Avenue Court
Rock Island, Illinois 61201
Tel: 309/793-5800 Fax: 309/793-5804

March 13, 2001

Lidia A. Pilecky, P.E.
CH2M Hill
8501 West Higgins Road
Suite 300
Chicago, Illinois 60631-2801

Dear Mr. Pilecky:

This letter responds to request for information regarding the presence of federally threatened or endangered species within the project area for I-74 Corridor Improvement between 23rd Avenue in Moline, Rock Island County, Illinois, and 53rd Street in Bettendorf, Scott County, Iowa. We have the following comments.

To facilitate compliance with Section 7(c) of the Endangered Species Act of 1973, as amended, Federal agencies are required to obtain from the Fish and Wildlife Service information concerning any species, listed or proposed to be listed, which may be present in the area of a proposed action. Therefore, we are furnishing you the following list of species which may be present in the concerned area:

<u>Classification</u>	<u>Common Name (Scientific Name)</u>	<u>Habitat</u>
Endangered	Higgins' eye pearly mussel (<i>Lampsilis higginsii</i>)	Mississippi River
Threatened	Bald eagle (<i>Haliaeetus leucocephalus</i>)	Wintering

The endangered Higgins' eye pearly mussel (*Lampsilis higginsii*) is listed for the Mississippi River north of Lock and Dam 20, which includes Rock Island County, Illinois, and Scott County, Iowa. This species prefers sand/gravel substrates with a swift current and is most often found in the main channel border or an open, flowing side channel.

While there is no designated critical habitat, the Higgins' eye Recovery Team has designated habitats essential to the recovery of the species. The essential habitat in Sylvan Slough, Rock

Island, Illinois (river mile 485.4-486L), is nearly centered under the existing I-74 bridge near the Illinois shoreline. Any project alternatives requiring construction in or near this known Higgins' eye mussel bed are likely to require a biological assessment.

When conducting a biological assessment, the following steps should be taken:

1. Conduct an on-site inspection of the area affected by the proposed activity or program. This may include a detailed survey to determine if species are present and whether suitable habitat exists for either expanding the existing population or potential reintroduction of populations.
2. Interview recognized experts on the species at issue, including those within the Fish and Wildlife Service, state conservation department, universities and others who may have data not yet found in scientific literature.
3. Review literature and other scientific data to determine the species' distribution, habitat needs and other biological requirements.
4. Review and analyze the effects of the proposal on the species in terms of individuals and populations, including consideration for the cumulative effects of the proposal on the species and its habitat.
5. Analyze alternative actions that may provide conservation measures.

The threatened bald eagle (*Haliaeetus leucocephalus*) is listed as wintering along large rivers, lakes and reservoirs in *Rock Island County, Illinois and in Scott County, Iowa (* counties that contain night roosts). During the winter, this species feeds on fish in the open water areas created by dam tailwaters, the warm water effluents of power plants and municipal and industrial discharges, or in power plant cooling ponds. The more severe the winter, the greater the ice coverage and the more concentrated the eagles become. They roost at night in groups in large trees adjacent to the river in areas that are protected from the harsh winter elements. They perch in large shoreline trees to rest or feed on fish. There is no critical habitat designated for this species. The eagle may not be harassed, harmed, or disturbed when present nor may nest trees be cleared.

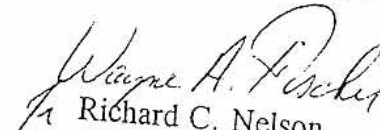
These comments provide technical assistance only and do not constitute the report of the Secretary of the Interior on the project within the meaning of Section 2(b) of the Fish and Wildlife Coordination Act, do not fulfill the requirements under Section 7 of the Endangered Species Act, nor do they represent the review comments of the U.S. Department of the Interior on any forthcoming environmental statement.

Lidia A. Pilecky, P.E.

3

Thank you for the opportunity to provide comments. My staff is available to assist you in determining the need for conducting a biological assessment as you proceed through the planning process. If you have any questions please contact Heidi Woeber of my staff at 309/793-5800, extension 517.

Sincerely,


Richard C. Nelson
Supervisor

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United States
Department of
Agriculture

Natural
Resources
Conservation
Service

210 Walnut Street
693 Federal Building
Des Moines, IA 50309-2180

March 19, 2001

Ref: IM-74-1(122)0-13-82
Scott County, IA
Rock Island County, IL

Ms. Lidia A. Pilecky, P.E.
CH2M Hill
8501 West Higgins Road
Suite 300
Chicago, Illinois 60631-2801

Dear Ms. Pilecky:

I have reviewed the CH2M Hill proposed planning and preliminary design studies you submitted for the Iowa Department of Transportation and the Illinois Department of Transportation on the Interstate 74 corridor at the Quad Cities. The USDA Natural Resources Conservation Service (NRCS) concerns lie in the methods of construction, control of soil erosion during that process, and the potential negative effects on the surrounding ecosystem. Submission of the Farmland Conversion Impact Rating, Form 1006, to the NRCS district conservationists will begin the process of identifying the impacts on agricultural land. If you have any site specific questions, feel free to contact the local NRCS office listed below.

Paul P. Viner
District Conservationist
8370 Hillandale Road
Davenport, Iowa 52806-6449
(319) 391-1403

Sincerely,


Leroy Brown
State Conservationist



DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P.O. BOX 2004
ROCK ISLAND, ILLINOIS 61204-2004

REPLY TO
ATTENTION OF:

July 10, 2001

Planning, Programs, and
Project Management Division

Mr. Jim Rost
Director
Office of Environmental Services
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

RECEIVED
JUL 16 2001
OFFICE OF ENVIRONMENTAL SERVICES

Dear Mr. Rost:

I received your letter dated May 25, 2001, concerning the I-74 Iowa-Illinois Corridor Study in Bettendorf, Iowa, and Moline, Illinois. Rock Island District staff reviewed the information you provided and have the following comments:

a. Your project crosses the Bettendorf Local Flood Protection project levee. The U.S. Army Corps of Engineers (Corps) also has an easement for the government sewer, which lies beneath the levee under the I-74 Bridge in Bettendorf, Iowa. Work around that area will require Corps review of project plans for potential impacts to these facilities. There is also a large diameter 1980 era, area-wide sanitary collector sewer that parallels the government sewer and is about 50 to 100 feet inland. This sewer is not within our purview, but is included as information to which you should be made aware. If you have any questions regarding these matters, please contact Mr. Robert Riebe of our Engineering Division. You may reach Mr. Riebe by writing to our address above, ATTN: Engineering Division (Robert Riebe), or by telephoning 309/794-5507.

b. Any proposed placement of fill or dredged material into waters of the United States (including wetlands) requires Department of the Army authorization under Section 404 of the Clean Water Act. A Section 404 permit will be required for this project. When detailed information is available, please complete and submit the enclosed application packets to the Rock Island District for processing (enclosures). The applications should include determinations of wetlands and other waters of the United States, size estimations of impacts to those areas, and wetland types and relative functions.

Prior to completing the permit review process and in compliance with the Clean Water Act Section 404(b)(1) guidelines, we also require sequential mitigation involving an alternatives analysis, minimization of impacts, and compensatory mitigation for any unavoidable impacts. The alternatives analysis must demonstrate how you will avoid impacts by selecting the least

environmentally damaging practicable alternative based on wetland sizes, locations, types, and relative functions. Minimization of impacts should consist of a list of appropriate and practicable steps to minimize unavoidable adverse impacts. Compensatory mitigation must include plans to restore or create wetlands to mitigate unavoidable project wetland impacts. If you have any questions regarding permit requirements under Section 404 of the Clean Water Act, please contact Mr. Neal Johnson of our Regulatory Branch. You may reach Mr. Johnson by writing to our address above, ATTN: Regulatory Branch (Neal Johnson), or by telephoning 309/794-5379.

c. The Responsible Federal Agency should coordinate with the Illinois State Historic Preservation Officer, Old State Capitol, Springfield, Illinois 62701 and the Iowa State Historic Preservation Officer, Capitol Complex, Des Moines, Iowa 50319 to determine impacts to historic properties.

d. The Rock Island Field Office of the U.S. Fish and Wildlife Service should be contacted to determine if any federally listed endangered species are being impacted and, if so, how to avoid or minimize impacts. The Rock Island Field Office address is: 4469 - 48th Avenue Court, Rock Island, Illinois 61201. Mr. Rick Nelson is the Field Supervisor. You can reach him by calling 309/793-5800.

e. Due to manpower and funding limitations, we are not able to fulfill the responsibilities normally expected of a cooperating agency and must decline your request. However, we will review and coordinate as funding and time allow in addition to our routine procedures within our authorization.

No other concerns surfaced during our review. Thank you for the opportunity to comment on your proposal. If you need more information, please call Mr. Randy Kraciun of our Economic and Environmental Analysis Branch, telephone 309/794-5174.

You may find additional information about the Corps' Rock Island District on our web site at <http://www.mvr.usace.army.mil>. To find out about other Districts within the Corps, you may visit web site: <http://www.usace.army.mil/divdistmap.html>.

Sincerely,



Kenneth A. Barr
Chief, Economic and Environmental
Analysis Branch

Enclosures



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION VII
901 NORTH 5TH STREET
KANSAS CITY, KANSAS 66101

DEC 21 2001

RECEIVED
DEC 27 2001
OFFICE OF ENVIRONMENTAL SERVICES

James Rost, Director
Office of Environmental Services
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

RE: I-74 Iowa-Illinois Corridor Study Concurrence

Dear Mr. Rost:

This letter is in response to concurrence for the range of alternatives explored and the alternatives which are to be carried forward for further analysis in the I-74 Iowa-Illinois Corridor Study. After consulting with Region 5, the EPA concurs and has no objections to the alternatives in the study. However, we would like to offer the following comments in order to reinsure that these issues are given full consideration in the alternative analysis process:

- We recommend that a bike/pedestrian crossing over the Mississippi River be included as an element of the Build Alternatives.
- We recommend that the river crossing alignment option(s) carried forward for further analysis avoid impacts to field delineated wetlands WT-5 and WT-6.
- The roadway alternative(s) carries forward for further analysis should be fully coordinated with both the Illinois and Iowa State Historic Preservation Office (SHPO) in compliance with Section 106 of the National Historic Preservation Act.

Thank you for the opportunity to participate in the I-74 concurrence meeting on December 5, 2001. If you have any questions please feel free to call me at 913-551-7805.

Sincerely,

Nicholas Rocha

Nicholas Rocha
NEPA Reviewer
Environmental Services Division

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: obr
Phone: (314) 539-3900, Ext 2382
Fax: (314) 539-3755
Email:

16591.1/485.8 UMR
28 April 2003

Ms. Laura Lutz-Zimmerman
Office of Location and Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Subj: PROPOSED IOWA-ILLINOIS MEMORIAL DUAL BRIDGE REPLACEMENT,
MILE 485.8, UPPER MISSISSIPPI RIVER

Dear Ms. Lutz-Zimmerman:

This is in reply to your letter of 30 March 2003, inviting our comments on the revised Draft Environmental Impact Statement (DEIS) for the subject project. The Coast Guard reviewed the document from the perspective of assessing the impacts of bridge construction on navigation and the environment. The following comments must be addressed in the final EIS document:

a. A statement that the Coast Guard has served as a cooperative agency for NEPA purposes when evaluating impacts of the proposed bridge project on navigation and the environment should be included in the document.

b. A section titled "Navigation Impacts" must be added to address the Upper Mississippi River in terms of the river transportation it supports and the impacts construction will have on river traffic. Include data on the number, size, and types of vessels currently using the waterway as a basis for evaluating impacts to navigation and mitigation measures proposed to minimize these impacts. This information should be compared with past records and projected future trends for the waterway to better understand how the new bridge will not compromise navigation safety and efficiency.

c. Include a statement that the requirements for Section 106 of the National Historic Preservation Act will be fulfilled to the satisfaction of both the Iowa and Illinois State Historical Preservation Officer.

d. Since a bridge permit is required for the project the Coast Guard will need a Water Quality Certificate from both Iowa and Illinois state agencies, which states that the project complies with the provisions of Section 401 of the Clean Water Act. These certificates are separate from the Section 404 permit required by the Corps of Engineers.

e. Tribal Lands – The impact of the project on tribal lands sites must be addressed.

f. When demolishing the bridge, the impacts to navigation and environment must be addressed.

16591.1/485.8 UMR
28 April 2003

Subj: PROPOSED IOWA-ILLINOIS MEMORIAL DUAL BRIDGE REPLACEMENT,
MILE 485.8, UPPER MISSISSIPPI RIVER

Please provide the above requested additional information in order that this document will be acceptable to the Coast Guard. We will also need a final copy of the Final Environmental Impact Statement.

We appreciate the opportunity to comment on this project. Please contact Mr. David Orzechowski at the above telephone number if you have questions regarding our comments or requirements.

Sincerely,



ROGER K. WIEBUSCH
Bridge Administrator
By direction of the District Commander

RECEIVED
MAY 01 2003
OFFICE OF LOCATION & ENVIRONMENT

Correspondence with State Agencies



THOMAS J. VILSACK, GOVERNOR
SALLY J. PEDERSON, LT. GOVERNOR

DEPARTMENT OF NATURAL RESOURCES

LYLE W. ASELL, INTERIM DIRECTOR

February 28, 2001

Ms. Lidia A. Pilecky
CH2M Hill
8501 W. Higgins Road, Suite 300
Chicago, IL 60631-2801

RE: Improvement to I-74 in Bettendorf, Iowa; Scott County

Dear Ms. Pilecky:

Thank you for inviting our comments on the impact of the above referenced project on protected species and rare natural communities.

We have searched our records of the project area and found no records of rare species or significant natural communities. While our data are not the result of thorough field surveys, based on the information provided, we do not think the project will affect protected species or rare natural communities. Thus, we do not recommend further field surveys of the site. However, if listed species or rare communities are found during the planning or construction phases, additional studies and/or mitigation may be required.

This letter is a record of review for protected species and rare natural communities in the project area. It does not constitute a permit and before proceeding with the project, you may need to obtain permits from the DNR or other state and federal agencies.

If you have any questions about this letter or if you require further information, please contact Keith Dohrmann at (515) 281-8967.

Sincerely,

STEVE PENNINGTON
IOWA DEPARTMENT OF NATURAL RESOURCES

SP:kd

01-109L.doc

June 4, 2001



Tammy Nicholson
Corridor Development
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Dear Ms. Nicholson:

The Federal Highway Administration (FHWA), in cooperation with the Iowa and Illinois Departments of Transportation, has initiated studies for an Environmental Impact Statement (EIS) for Interstate-74 in Moline, Illinois (Rock Island County) and Bettendorf, Iowa (Scott County). The notice of intent to prepare an EIS was published in the Federal Register on January 24, 2001 (Volume 66, Number 16). The first Cooperating Agency and environmental scoping meeting for the project will be held on June 20, 2001, at Black Hawk Community College in Moline, Illinois (building 2, room 115). For location information, refer to <http://www.bhc.edu>, click on *view our new map/directions page*, then click on *Map to QC Campus* or *Quad-Cities Campus Map*.

This project will follow Iowa's merged NEPA/404 process. The first meeting with agencies will cover:

- Coordination and merger agreement issues,
- Remaining scope issues after the early coordination letter process,
- Purpose and need, and
- An informational session on the conceptual alternatives.

As the project will involve resources under the jurisdiction of your agency, we are requesting your agency to be a cooperating agency.

The I-74 corridor study extends for a distance of approximately six miles including three interchanges in Illinois and five interchanges in Iowa. A significant feature in the corridor is the existing crossing of the Mississippi River between the two states. Within the corridor, capacity and operational improvements will be considered in order to improve safety, accommodate future traffic demand, and support core-area redevelopment efforts in Moline and Bettendorf. Conceptual alternatives under consideration include:

- Taking no action,
- Employing low-cost measures (such as traffic management, incident management, additional transit service, and van and carpool efforts), and
- Realigning and widening I-74 across the Mississippi River, including the provision of auxiliary lanes between interchanges, or an additional through lane in each direction, and reconfiguring existing service interchanges.

Changes in grade, alignment, river crossing location, and ramp terminal locations will be evaluated for the build alternatives.

We will be engaging in a proactive community participation process and expect to evaluate a complete range of social, economic, and environmental project-effects. In addition, a steering

Tammy Nicholson
June 4, 2001
Page 2

committee composed of local officials and community leaders has been established to advise the project team of local concerns.

Your agency's involvement should entail those areas under its jurisdiction, and no direct writing or analysis will be necessary for the preparation of the document. To maximize agency cooperation, we will do the following:

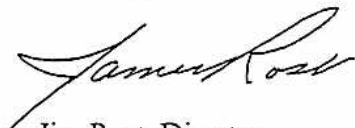
- Invite you to coordination meetings,
- Consult with you on any relevant technical studies that will be required,
- Organize joint field reviews with you,
- Provide you with project information and study results,
- Encourage your agency to use the aforementioned documents to express your views on subjects within your jurisdiction or expertise, and
- Include information in the project environmental documents that cooperating agencies may need to discharge National Environmental Policy Act (NEPA) responsibilities and any other requirements discharging jurisdictional approvals, permits, licenses, or clearances.

You have the right to expect that the EIS will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, your needs are not being met and to actively participate in the process. We expect that at the end of the process, the EIS will satisfy NEPA requirements including those related to purpose and need, project alternatives, environmental consequences, and mitigation. Further, we intend to utilize the EIS and our subsequent decision statement as our decision-making documents and as the basis for permit applications.

We look forward to your response to this request and your involvement as a cooperating agency on this project. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of the EIS, please direct your questions to the following:

- Jim Rost, 515-239-1798, concerning environmental studies and documents,
- Tammy Nicholson, 515-239-1797, concerning engineering and public involvement.

Sincerely,



Jim Rost, Director
Office of Environmental Services
Iowa Dept. of Transportation

Copy: Kathy Ames, IDOT Bureau of Design and Environment
Kevin Marchek, IDOT District 2
Peter Hartman, FHWA Illinois Division
Manu Chacko, FHWA Iowa Division
Andy Wilson

Bobby Blackmon
Federal Highway Administration
Iowa Division
105 6th Street
Ames, IA 50010-6337

Manu Chacko
Federal Highway Administration
Iowa Division
105 6th Street
Ames, IA 50010-6337

Christine Schwake
Iowa Department of Natural Resources
Environmental Protection Division
Wallace State Office Building
502 E. 9th Street
Des Moines, IA 50319-0034

Richard Baugh
Operations Branch
U.S. Army Corps of Engineers, Rock Island District
Clock Tower Building
P.O. Box 2004
Rock Island, IL 61204-2004

Neal Johnson
Regulatory Branch
U.S. Army Corps of Engineers, Rock Island District
Clock Tower Building
P.O. Box 2004
Rock Island, IL 61204-2004

Tom Taylor
Water, Wetlands & Pesticides Division
U.S. EPA Region 7
901 North Fifth Street
Kansas City, KS 66101

Joe Cothorn
Environmental Services Division
U.S. EPA Region 7
901 North Fifth Street
Kansas City, KS 66101

Doug Jones
Community Programs Bureau
State Historical Society of Iowa
Capital Complex, 600 E. Locust Street
Des Moines, IA 50319-0290

Marty Adkins
Natural Resources Conservation Service
210 Walnut Street
693 Federal Building
Des Moines, IA 50309-2180

Wayne Fischer
U.S. Fish & Wildlife Service
Rock Island Field Office
4469 48th Avenue Court
Rock Island, IL 61201

Roger Wiebusch
U.S. Coast Guard
Office of Commander
8th Coast Guard District
1222 Spruce Street
St. Louis, MO 63103-2832

Thomas Skinner
Illinois Environmental Protection Agency
1021 N. Grand Avenue East
P.O. Box 19276
Springfield, IL 62794-9276

Joe Hampton
Illinois Department of Agriculture
State Fairgrounds
P.O. Box 19281
Springfield, IL 62794-9281

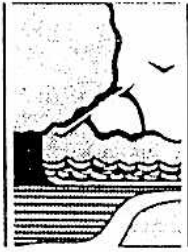
Brent Manning
Illinois Department of Natural Resources
524 South Second Street
Springfield, IL 62701-9225

Susan Mogerman
Illinois Historic Preservation Agency
500 East Madison
Springfield, IL 62701-1028

Kathy Ames
Bureau of Design and Environment
Illinois Department of Transportation
2300 South Dirksen Parkway
Room 330
Springfield, IL 62764

Peter Hartman
Federal Highway Administration
Illinois Division
3250 Executive Park Drive
Springfield, IL 62703

Kevin Marchek
Bureau of Program Development
Illinois Department of Transportation
819 Depot Avenue
Dixon, IL 61021



Illinois

Department of Natural Resources

<http://dnr.state.il.us>

524 South Second Street, Springfield, Illinois 62701-1787

George H. Ryan, Governor • Brent Manning, Director

June 5, 2001

RECEIVED
JUN 13 2001
OFFICE OF ENVIRONMENTAL SERVICES

Mr. Jim Rost, Director
Office of Environmental Services
Iowa Dept. of Transportation
800 Lincoln Way
Ames, Iowa 50010-6993

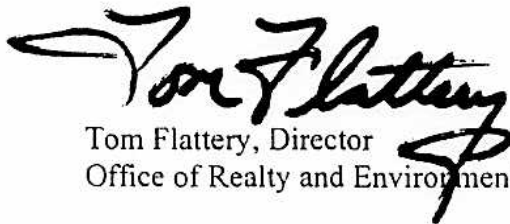
RE: Interstate 74 Corridor
Illinois and Iowa
NEPA/404 Process

Dear Mr. Rost:

Thank you for the opportunity to participate as a cooperating agency in the development of the Environmental Impact Statement for the above referenced project. It is important that the Illinois Department of Natural Resources be involved in the review process to assure resource protection and compliance with the state Endangered Species Protection Act and the Interagency Wetlands Policy Act of 1989.

Please address all correspondence and meeting agendas to Mr. Steve Hamer of the Office of Realty and Environmental Planning, Division of Resource Review and Coordination at 524 South Second Street, Springfield, Illinois 62701. Steve is the Transportation Review Program Administrator for resource reviews on transportation issues.

Sincerely,



Tom Flattery, Director
Office of Realty and Environmental Planning

TF:sh

cc: Director Brent Manning

(217)



ILLINOIS
DEPARTMENT OF
NATURAL RESOURCES

RECEIVED

JUN 19 2001

524 South Second Street, Springfield 62701-1787

Dept. of Natural Resources
Jim Edgar, Governor • Brent Manning, Director

ENDANGERED SPECIES CONSULTATION PROGRAM
AGENCY ACTION REPORT

Date Submitted: June 19, 2001
Is this a Resubmittal? [Yes / No] Please circle one
If 'Yes', enter PROJCODE: _____

PROJCODE 0104209

Date Due: 8-3-01

For Office Use Only

Agency Name: Illinois Department of Transportation
Contact Person: George Rose
Agency Address: Bureau of Design and Environment, Room 330 Phone: (217)785-2830
2300 South Dirksen Parkway, Springfield, IL 62764 E-mail: _____

DESCRIBE PRECISE LOCATION OF PROPOSED ACTION

Project Name: I-74 Mississippi River Bridges BDE Seq. No. 9724
County(ies): Rock Island Co., Illinois & Scott Co., Iowa
City/Town: Moline, IL, Bettendorf, IA & Davenport, IA
Township/Range/Section: T17N, R1W, S4, S49, T18N R1W S32, S33 (Illinois portion only)
U.S.G.S. Quad Map Name(s): Milton, Coal Valley, and Davenport East
Brief Description of the Proposed Action: Replacement of the existing Mississippi River bridges on new alignment, interchange improvements/reconstruction, and realignment of the bridge approach roadway to match the new bridge location
Please enclose a map delineating the location of the proposed action, and return to Dr. Deanna Glosser at the SPRINGFIELD address above.

FOR NATURAL RESOURCE REVIEW & COORDINATION USE ONLY

RL

QUADCODE(S): _____

Are there threatened/endangered species or natural areas located within the vicinity of the project? ☒ Yes ☐ No

Is the proposed project likely to adversely affect the threatened/endangered species or INAI sites? ☒ Yes ☐ No

The consultation process is terminated? ☒ Yes ☐ No

If 'No', complete the enclosed Detailed Agency Action Report to continue the consultation process.

Comments: Several mussel species occur near the project site. Survey needed. Also a bald Eagle record is near the project.

Evaluation Approved by: See attached maps.

Steve Hamer
Deanna Glosser, Ph.D.
Chief, Div. of Natural Resource Review & Coordination

6-19-01
Date





ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19276, SPRINGFIELD, ILLINOIS 62794-9276

THOMAS V. SKINNER, DIRECTOR

217/782-0547

July 12, 2001

Mr. Jim Rost, Director
Office of Environmental Services
Iowa Dept. of Transportation
800 Lincoln Way
Ames, IA 50010

Re: Interstate 74 Corridor Study

Dear Mr Rost:

Thank you for opportunity to comment on the proposed I-74 Iowa-Illinois Corridor Study.

The Agency has reviewed this submission and has no comments or objections to the proposed project at this time. Please contact the Corps of Engineers for any permit requirements for dredge and fill activities under Section 404 of the Clean Water Act.

Please note, insufficient information was submitted to determine if relocation of existing water mains is necessary which would require a permit from the Division of Public Water Supplies. Please contact Jerry Kuhn at 217-785-9470 for further information.

Sincerely,

A handwritten signature in cursive script that reads "Bernard P. Killian".

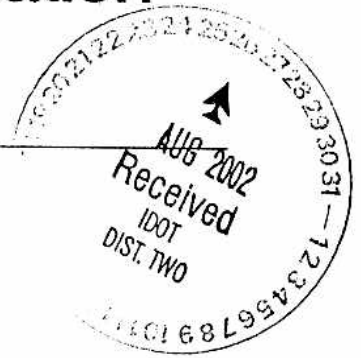
Bernard P. Killian
Deputy Director

RECEIVED
JUL 16 2001
OFFICE OF ENVIRONMENTAL SERVICES



Illinois Department of Transportation

Memorandum



To: Roger Rocke Attn: Daryl A. Stienstra
From: Michael L. Hine By: Larry L. Piche
Subject: PESA Review
Date: August 22, 2002

Refer to: I-74 (FAI 74), Section 81B
Job No. P-92-032-01
Replacement of Existing Mississippi River Bridges on New Alignment;
Interchange Improvements/Reconstruction; Realignment of Bridge Approach
Rock Island Co., Illinois & Scott Co., Iowa
ISGS # 1314 Sequence # 9724

Attached is a copy of the Preliminary Environmental Site Assessment conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Survey Request.

Volatile organic and metals testing was done for this project and the attached (ISGS) report indicates possible detection of contamination at fourteen sites in Moline. The report has assessed a **high** risk for this project and recommends that further soil boring and sample analysis needs to be performed to determine the precise nature and extent of the contamination if excavation or additional right-of-way is required at these locations.

It is the opinion of this office, in consultation with the Chief Counsel's Office, that if right-of-way acquisition **includes a parcel with an underground storage tank(s) and Land Acquisition Procedures are followed** and if construction excavation and **utility relocation** do not exceed the maximum testing depth at each site and does not exceed

0.9 meters (3 feet) within 15 meters (50 feet) of soil boring 1314-2a at Vacant lot, 100 block of 19th St., located on the west side of 19th St. approximately 21 meters (70 feet) north of 2nd Ave.;

no grading or excavation at Kone Inc. (Site 1314-6), 1 Kone Court;

no grading or excavation at former Frank Foundries Corp. (Site 1314-7), 2020 River Dr.;

0.6 meters (2 feet) within 15 meters (50 feet) of soil boring 1314-13b at Vacant lot, 2000 block of 4th Ave., located on the north side of 4th Ave. partially beneath westbound I-74 entrance ramp;

no grading or excavation at Deere & Co. parking lot (Site 1314-14), 2000 4th Ave.;

1.8 meters (6 feet) within 15 meters (50 feet) of soil boring 1314-15b at Riverside Products, 400 21st St.;

no grading or excavation at Iowa Interstate Railroad (Site 1314-16), 2101 4th Ave.;

0.6 meters (2 feet) within 15 meters (50 feet) of soil boring 1314-17b at Aman Gas and Food Mart, 1830 5th Ave.;

1.8 meters (6 feet) within 15 meters (50 feet) of soil boring 1314-18a at Mike's Automotive and Towing, 428 19th St.;

1.8 meters (6 feet) within 15 meters (50 feet) of soil boring 1314-23b at Vacant lot, 1934 5th Ave.;

1.8 meters (6 feet) at Brannen's Auto Works (Site 1314-27), 2100 5th Ave.;

0.6 meters (2 feet) within 15 meters (50 feet) of soil boring 1314-31a and no grading or excavation within 15 meters (50 feet) of soil boring 1314-31c at Office Building, 602-608 19th St.;

1.2 meters (4 feet) within 15 meters (50 feet) of soil boring 1314-34a at Parking lot for Scottish Rite Cathedral, 1800 7th Ave.;

0.6 meters (2 feet) within 15 meters (50 feet) of soil boring 1314-35a at Vacant lot, 702 19th St.,

then no additional preliminary testing for the project is necessary. *In addition, magnetic anomalies were detected at the following sites: Vacant lot (Site 1314-2); Vacant lot (Site 1314-23); Brannen's Auto Works (Site 1314-27); Parking lot for Scottish Rite Cathedral (Site 1314-34); and Vacant lot (Site 1314-35). These anomalies may be due to the presence of UST(s).*

*Also, the Kone Inc. building (Site 1314-1), 1800 River Drive, is an archived **CERCLIS** site. This site should be avoided unless there is no prudent or feasible alternative.*

If the above stipulations can be met, then the project will be in compliance with Departmental Hazardous Waste Policy LEN-13. If the stipulations cannot be met, then the statewide consultant should be requested to perform additional investigations. Please notify this office of any actions you may decide to take concerning these sites (i.e., avoidance, further investigation, etc.). The PESA Response form can be found on the PMA.

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact John Washburn at 217/782-7074 or Steven Gobelman at 217/785-4246.

Attachment

cc: Randy Schick
Central Bureau of Land Acquisition
District Bureau of Land Acquisition
District Utility Coordinator
Scott Stitt
Todd Hummert



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1097

515-239-1726 FAX

AUG 28 2002

RECEIVED

SEP 30 2002

August 26, 2002

Ref. No: IM-74-1(122)9-13-8

OFFICE OF LOCATION & ENVIRONMENTAL SERVICES

Scott
Primary

Mr. Douglas W. Jones
Review and Compliance
Bureau of Historic Preservation
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319-0290

R&C: 980282048

Dear Doug:

**RE: Phase I Archaeological Investigation of the I-74 Quad Cities Study Area
City of Bettendorf, Scott County, Iowa.**

Enclosed for your review and concurrence is the Phase I Archaeological Investigation for the above-mentioned project. The study area investigated maybe potentially used for the construction of a new bridge crossing over the Mississippi River as well as the overall improvement of the interchanges along the entire project corridor. This investigation surveyed the Iowa side of the project area.

The area of potential effect encompasses a project corridor that exists primarily within the right of way of Interstate 74, however a fairly wide area will be needed for the footing of the bridge and an possible on-ramps. This area of potential impact varies from a minimum width of 300 ft. up to 500-700 ft., approximately 5 miles in length. A total of 305 acres was surveyed in this investigation.

This archaeological investigation was conducted using an extensive archival / records search. A pedestrian survey was also conducted along with shovel / auger tests, backhoe test trenches, and six test units. During this investigation, one previously unrecorded prehistoric archaeological site, 13ST189, was identified.

Site 13ST189 represents prehistoric artifact scatter, located underneath modern fill. An excavation of test trenches and units produced no evidence of intact features or cultural deposits. This site was concluded to be ineligible for the National Register of Historic Places and no further work was recommended.

Based on the results of these surveys, the determination is that **No Historic Properties Affected**. If you concur, please sign the concurrence line below, add your comments and return this letter. If you have any questions, please feel free to contact me.

MJFD
Enclosure
cc:

~~Larry Jackson~~- District 5 Engineer

Leah Rogers- Principal Investigator / Tallgrass Historians L.C.

Concur

Douglas W. Jones
SHPO Archaeologist

Date

9/25/2002

Comments

Sincerely,

Matt Donovan

Matt Donovan

Office of Environmental Services

Matt.Donovan@dot.state.ia.us

Iowa Department of Transportation
TRIBAL NOTIFICATIONDate August 26, 2002IA DOT contact Matt DonovanIA DOT project # IM-74-1(122) 9-13-8Phone # 515-239-1097Location City of Bettendorf, Scott County, IowaE-mail matt.donovan@dot.state.ia.usDescription New I-74 bridge over the Mississippi River

Type of Project (see map)

- ☐ VERY SMALL - Disturb less than 12 inch depth (plow zone)
☐ SMALL - Grading on existing road, shouldering, ditching, etc.
☐ SMALL - Bridge or culvert replacement

- ☐ LARGE - Improve existing road from 2-lanes to 4-lane
☐ LARGE - New alignment
☒ OTHER major Bridge Construction (I-74)

Type of Coordination/Consultation Points

- ☐ 1--Early project notification (project map and description)
☒ 2--Notification of survey findings (Phase I)
☐ 2a--Notification of site evaluation (Phase II)

- ☐ 3--Consultation regarding site treatment
☐ 4--Final Data Recovery Report

Type of Findings

- ☐ No American Indian sites found
--Section 106 Consultation Process ends *
☒ No significant American Indian sites eligible for National Register
listing found--Section 106 Consultation Process ends *
☐ Avoided American Indian sites eligible for National Register listing
(see map and list of sites)
--Section 106 Consultation Process may or may not end

- ☐ Potentially significant American Indian sites found
Phase II evaluation conducted (see map and list of :
☐ American Indian sites eligible for National Register I
cannot be avoided (see map)
☐ Burial site found

_____ # of non-significant prehistoric sites
_____ # of potentially significant prehistoric sites
_____ # of National Register eligible prehistoric sites

* in the event of a late discovery consultation will be reopened

Affected National Register Properties

- ☐ Investigating avoidance or minimizing harm options
☐ Avoided

- ☐ Protected
☐ Data Recovery/MOA

***** Please Respond *****

Who should we contact for site/project related discussions?

Name _____ Street Address _____ City, Zip Code _____

Phone _____ E-mail _____

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (please describe)? _____

- ☐ Thank you for the information; however, we do not need to
consult on this particular project.
☐ We do not have a comment at this time but request continued
notification on this project.
☐ Please send a copy of the archaeology report.

- ☐ Thank you for the information. We are satisfied with the
planned site treatment.
☐ We have concerns and wish to consult.
☐ We wish to participate in the Memorandum of Agreement
project.

Comments _____

Name

Tribal Name

Date

(Comments continue)

DELAWARE

A)

Tribal Chairperson
Delaware Tribe of Indians
220 N. Virginia Ave
Bartlesville, OK 74003 - 2438

Paula Pechonick,
NAGPRA Representative
Delaware Tribe of Indians
220 N. Virginia Ave
Bartlesville, OK 74003 - 2438

B)

Tribal Chairperson
Delaware Executive Committee
Delaware Tribe of Western Oklahoma
Box 825
Andarko, OK 73005

Linda Poolow,
NAGPRA Representative
Delaware Tribe of Western Oklahoma
Box 825
Andarko, OK 73005

IOWA

A)

Tribal Chairperson
Iowa Tribe of Oklahoma
R1 - Box 721
Perkins, OK 74059

Ms. Marianne Long
Cultural Preservationist
Iowa Tribe of Oklahoma
RR 1, Box 721
Perkins, OK 74059

B)

Tribal Chairperson
Iowa of Kansas-Nebraska Executive
Committee
3345 Thrasher RD #B
White Cloud, KS 66094-4028

Joann Comer
P.O. Box 133
White Cloud, Kansas 66094

NAGPRA Coordinator
Iowa Tribe of Nebraska and Kansas
1764 - 230th St.
Hiawatha, KS 66434

Mr. Pat Murphy
Iowa Tribe of Kansas & Nebraska
NAGPRA Representative
206 S Buckeye
Abilene, KS 67410
indart@ikansas.com

KICKAPOO

A)

Tribal Chairperson
Kickapoo of Kansas Tribal Council
P. O. Box 271
Horton, KS 66349

Curtis Simon, NAGPRA Coordinator
Kickapoo of Kansas Tribal Council
Route 1, Box 157
Horton, KS 66349

B)

Tribal Chairperson
Kickapoo Traditional Tribe of Texas
HC 1, Box 9700
Eagle Pass, TX 78853

PEORIA

Tribal Chairperson
The Peoria Tribe of Oklahoma
Box 1527
Miami, OK 74355

Emmett Ellis
NAGPRA Representative
Peoria Tribe of Oklahoma
6435 S Quebec Ave
Tulsa, OK 74136

PONCA

A)
Tribal Chairperson
Ponca Tribe of Indians of Oklahoma
20 White Eagle Dr.
Ponca City, OK 74601

B)
Tribal Chairperson
Ponca Tribe of Nebraska
PO Box 288
Niobrara, NE 68760

POTAWATOMI

A)
Tribal Chairperson
Prairie Band Potawatomi Nation Tribal
Council
16281 Q Road
Mayetta, KS 66509

Rey Kitchkumme
NAGPRA Representative
Prairie Band Potawatomi Nation
16281 Q Road
Mayetta, KS 66509

B)
Tribal Chairperson
Citizen Potawatomi Nation
1601 South Gordon Cooper Drive
Shawnee, OK 74801

Lisa Kraft,
Cultural Resources Management
Consultant
Citizen Potawatomi Nation
1601 South Gordon Cooper Drive
Shawnee, OK 74801

SAC & FOX (SAUK & MESKWAKI)

A)
Executive Director
Sac & Fox Nation of Mississippi in Iowa
349 Meskwaki Road
Tama, Iowa 52339-9629

Mr. Jonathon Buffalo
Historic Preservation Coordinator
Sac & Fox Nation of Mississippi in Iowa
349 Meskwaki Road
Tama, Iowa 52339-9629

B)
Sac and Fox Nation of Missouri Tribal
Council
305 N Main St.
Reserve, KS 66343-9723

Mr. Curtis Gilfillan
Sac and Fox Nation of Missouri
305 N Main St.
Reserve, KS 66343-9723

J)

Tribal Chairperson
Prairie Island Community Council
1158 Island Boulevard
Welch, MN 55089

WINNEBAGO (HO CHUNK)

A)

Tribal Chairperson
Winnebago Tribal Council
Winnebago, NE 68071
Missouri River valley counties

Mr. David Lee Smith
Cultural Preservation Officer
Winnebago Tribe of Nebraska
Tribal Council - Box 687
Winnebago, NE 68071
402-878-2380

Yolanda R Valdeez
Tribal Planner
PO Box 687
Winnebago, NE 68071
yvaldez@huntel.net
402-878-2626
402-878-2632 – fax

B)

Tribal President
Ho-Chunk Nation of Wisconsin
Box 667
Black River Falls, WI 54615

Mr. George Garvin
Repatriation Representative & Vice
President of Wisconsin Inter-Tribal
Repatriation Committee
Ho-Chunk Nation
P.O. Box 667 - 405 Airport Road
Black River Falls, WI 54615
Gwgarvin@hochunk.com

Ms. Suzette La Mere
Cultural Resources Department Director
Ho-Chunk Nation - Box 667
405 Airport Road
Black River Falls, WI 54615



Illinois Department of Transportation

Memorandum

To: Plan Preparation
 From: Larry Hill
 Subject: Potential Contamination & UST Notification
 Date: September 3, 2002

FAI Route 74 (I-74)
 Section 81B
 Rock Island County, Illinois & Scott County, Iowa
 Job No. P-92-032-01
 I-74: 23rd Ave. in Moline to 53rd St. in Bettendorf
 Contract No. – None at this time

Per current policy, attached are the results of the of the Hazardous Waste Investigation of the above project corridor.

As this time it cannot be determined if the restrictions noted on the first page of the memorandum can be met. Therefore, no right-of-way or easement should be purchased from these sites until the approved Design Report is forwarded to you, which will present the status of each site.

Vacant lot, 100 block of 19 th Street	0.9 meters (3 feet)
Kone Inc., 1 Kone Court	No grading or excavation
Frank Foundries Corp., 2020 River Dr.	No grading or excavation
Vacant lot, 2000 block of 4 th Ave.	0.6 meters (2 feet)
Deere & Co. parking lot, 2000 4 th Ave.	No grading or excavation
Riverside Products, 400 21 st St.	1.8 meters (6 feet)
Iowa Interstate Railroad, 2101 4 th Ave.	No grading or excavation

Aman Gas and Food Mart 1830 5 th Ave.	0.6 meters (2 feet)
Mike's Automotive and Towing, 428 19 th St.	1.8 meters (6 feet)
Vacant lot, 1934 5 th Ave.	1.8 meters (6 feet)
Brannen's Auto Works, 2100 5 th Ave.	1.8 meters (6 feet)
Office Building, 602-608 19 th St.	No grading or excavation
Parking lot for Scottish Rite Cathedral, 1800 7 th Ave.	1.2 meters (4 feet)
Vacant lot 702 19 th Street	0.6 meters (2 feet)

In addition, magnetic anomalies were detected at the following sites: Vacant lot (Site 1314-2); Vacant lot (Site 1314-23); Brannen's Auto Works (Site 1314-27); Parking lot for Scottish Rite Cathedral (Site 1314-34); and Vacant lot (site 1314-35). These anomalies may be due to the presence of UST(s).

Also, the Kone Inc. building (Site 1314-I), 1800 River Drive, is an archived CERCLIS site. This site should be avoided unless there is no prudent or feasible alternative.

Once plans are available for the project, it will be necessary to review the hazardous waste restrictions with the construction activities and excavation requirements at each of the above noted sites to determine if further testing will be required. This should be done in the early stages of project development to allow adequate time for further studies if necessary.

There are monitoring wells located within the project limits. Land Acquisition will determine how those outside of existing right-of-way are handled to ensure their adjustment prior to construction. Any wells in existing right-of-way that interfere with construction must be relocated by the Utility Engineer prior to construction.

Commitment

Phase II Project Engineer must contact the Environment Unit when plan preparation begins so that the need for and preparation of the necessary Special Provisions for Special Waste can be prepared in time for inclusion in the PS&E submittal package.

If you have any questions, please call Kim Tressel at Ext. 953.

PL-0020a/Env/kjt-0316/sb

Attachment

c: L. Berkenpas
J. Howell
J. Wegmeyer
M. Ahmad
G. Smith



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1097

515-239-1726 FAX

September 9, 2002

Ref. No: IM-74-1(122)9-13-8

Scott

Primary

Mr. Ralph Christian
Review and Compliance
Bureau of Historic Preservation
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319-0290

R&C: _____

Dear Ralph:

RE: Phase I Architectural / Historical Survey of the I-74 Quad Cities Study Area
City of Bettendorf, Scott County, Iowa.

Enclosed for your review and concurrence is the Phase I Architectural / Historical Investigation for the above-mentioned project. The study area investigated may be potentially used for the construction of a new bridge crossing over the Mississippi River as well as the overall improvement of the interchanges along the entire project corridor. This investigation surveyed the Iowa side of the project area.

The area of potential effect encompasses a project corridor that exists primarily within the right of way of Interstate 74, however a fairly wide area will be needed for the footing of the bridge and any possible on-ramps. This area of potential impact varies from a minimum width of 300 ft. up to 500-700 ft., approximately 5 miles in length. A total of 305 acres was surveyed in this investigation.

This architectural / historical survey was conducted using an extensive archival / records search, along with site visits, black & white photographs, and completion of Iowa Site Inventory forms. This survey investigated 147 properties within the area of potential impact, of which four were determined to be eligible for the National Register. (Properties 82-05069, 82-05063, and 82-00111 / FHWA: 047280, and Property 82-05044)

Property 82-05069 represents a two-story, front-gabled frame commercial building, constructed circa 1890, with an attached two-story brick building, constructed in 1910. Both structures are eligible for the National Register under Criteria A and C. These buildings represent Classical Revival-inspired commercial store fronts and retain sufficient integrity to be considered eligible for their architecture.

Property 82-05063 represents the Iowana dairy plant, built circa 1937. The plant represents the Art Moderne style of architecture and retains much of its original style, particularly the ice-cream factory. This property was determined eligible for the National Register under Criteria A and C.

Property 82-00111 represents the Iowa-Illinois Memorial Bridges. The 1935 bridge is a three-span, twisted-wire-strand steel cable suspension bridge with six Warren stiffening trusses and six 22-foot deck truss approach spans. Due to the increase of traffic volume, a second bridge was completed in 1959. The 1935 bridge was previously determined eligible for the National Register. The 1959 bridge, however, was determined not eligible for the National Register, and its removal will not affect the eligibility of the 1935 bridge.

Property 82-05044 represents the Iowa-Illinois Memorial Bridge Monument, located in the Bill Glynn Park, at the foot of the I-74 Bridge. This monument was dedicated to World War One veterans. The monument is a contributing factor to the I-74 Bridge (1935), but in itself is not eligible for the National Register.

The I-74 Bridge will be impacted by this project, however, it is not known what type of impact the project will have on the bridge. The I-74 Bridge will, however, not be used for interstate traffic, once the capacity improvement is constructed.

Once a determination has been reached on what the potential impacts to these properties are, they will be forwarded to your office for review and concurrence.

If you concur with the findings of this survey, please sign the concurrence line below, add your comments and return this letter. If you have any questions, please feel free to contact me.

MJFD

Enclosure

cc: Kris Riesenbergs- Location and Environment
Richard Kautz- District 6 Engineer
Tammy Nicholson- Location and Environment
Leah Rogers- Principal Investigator / Tallgrass Historians L.C.

Sincerely,



Matt Donovan

Office of Environmental Services

Matt.Donovan@dot.state.ia.us

Concur _____ Date _____

SHPO Historian

Comments

SHPO did not respond within 30 days to the information within this letter. Therefore, under 36 CFR 800, the agency official's responsibilities per the findings of this letter are fulfilled.



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

OCT 2 2002

ENVIRONMENT
SECTION

RECEIVED

OCT - 8 2002

0210080007WRI
Preservation Services

HPA REVIEW

H/A CONCUR 10/21/02

AC _____

APR _____

File RI DOT

October 7, 2002

Ms. Anne E. Haaker, Deputy
State Historic Preservation Officer
Historic Preservation Agency
500 East Madison
Springfield, IL 62702

RE: FAI 74, I-74
Section 81B
Mississippi River Study
Moline
Rock Island County

Dear Anne:

Our staff has studied the enclosed volumes describing an architectural survey of the proposed corridor for the referenced project.

We find that the following properties—other than the existing bridges, which are being coordinated by the Iowa Department of Transportation—are potentially eligible for the National Register of Historic Places.

- Depot: Davenport, Rock Island and Northwestern RR, 2021 River Drive
- Eagle Signal Building, 202 20th Street
- C. Ivar Josephson House, 1925 6th Avenue
- Knights of Pythias Lodge Hall, 2011 6th Avenue
- Thomas/Lewis/Wilson House, 604 21st Street

We agree with the consultant that other buildings described in the volumes are not potentially eligible. Also, we find that the George Benson House, 1921 6th Avenue, photos of which also are enclosed, is not potentially eligible. The consultant originally had assessed this property as potentially eligible, but has since admitted that it may not qualify. Please note the porte-cochere that has lost its original classic Ionic columns, the incompatible picture window, and the aluminum window frames.

We request your concurrence in our findings.

Ms. Haaker, Page 2

Very truly yours,

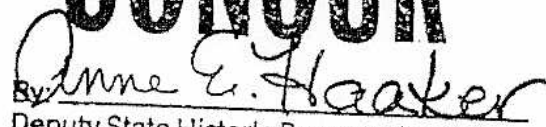
Michael L. Hine, Engineer of
Design & Environment


By: John A. Walthall, Manager
Cultural Resources Unit

Enclosure

JAW/JJ

xc: Kevin Marchek/Larry Hill
Mike Bruns

CONCUR

By: Anne E. Haaker
Deputy State Historic Preservation Officer
Date: 10/21/02



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

November 19, 2002

Rock Island County

FAI-74, I-74

Section: 81B

Project: P-92-032-01

DOT Seq. # 9724

ITARP # 01094

FEDERAL 106 PROJECT

Ms. Anne Haaker

Deputy State Historic Preservation Officer

Illinois Historic Preservation Agency

Springfield, Illinois 62701

Dear Ms. Haaker:

Enclosed are two copies of an Archaeological Report and Phase I documentation completed by University of Illinois personnel concerning archaeological properties and sites potentially to be impacted by the proposed project referenced above. A records search and archaeological survey in the 724 acre project area indicates that there are no previously recorded archaeological sites in the study corridor. Heavy urban disturbance has occurred over most of the study corridor and only areas near or on the bluff have any potential for intact archaeological deposits. Once final right-of-way plans are available any of these bluff areas with potentially intact prehistoric surfaces will be tested. There is no evidence of cemetery or burial sites nor archaeological properties subject to Section 4(f) of the 1966 National Transportation Act present in the study corridor.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no sites subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, have been identified in the project area and that further testing of potential intact bluff areas will be necessary prior to the on-set of construction.

Very truly yours,

John A. Walthall, PhD
Cultural Resources Unit
Bureau of Design and Environment

CONCUR

By:
Deputy State Historic Preservation Officer

Date: 11/19/02

FEB 06 2003



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1215, FAX 515-239-1726

February 4, 2003

Ref. No IM-74-1(122)9--13-82

Scott County, Iowa

Rock Island County, Illinois

Dr. Lowell Soike
Deputy SHPO
Historic Preservation
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319

Ms. Anne Haaker
Deputy SHPO
Illinois Historic Preservation
500 E Madison
Springfield, Illinois 62702

Dear Dr. Soike and Ms. Haaker:

RE: I-74 Improvement across the Mississippi River at Moline, IL/Bettendorf, IA
Definition of Roles: IASHPO R&C# 9802 82 041 8

The Iowa Department of Transportation and Illinois Department of Transportation propose to jointly improve the Interstate 74 crossing of the Mississippi River between Moline, Illinois and Bettendorf, Iowa. The Iowa DOT and Iowa Division Office of the Federal Highway Administration (FHWA) are lead agencies for the planning, design, and construction of improvements to this transportation corridor. This construction will result in the removal of interstate vehicular traffic from the Iowa-Illinois Memorial (I-74) Bridge. The Iowa bound span of this suspension bridge has been determined eligible for the National Register of Historic Places. If another public owner and an alternate use is not found for this bridge, the project would ultimately result in the loss of this historic property.

In compliance with Section 106 of the Historic Preservation Act, the Iowa State Historic Preservation Officer (IASHPO) and Illinois State Historic Preservation Officer (ILSHPO) agree to maintain Section 106 review responsibilities for this project regarding historic properties within their respective jurisdictions. The IASHPO and ILSHPO also agree that the IASHPO will have Section 106 Review and Compliance responsibility for project effects upon the NRHP eligible Iowa bound span of the Memorial Bridge.

To signify that your agency is in accord with this definition of roles, please sign the concurrence line below. If you have any questions, please do not hesitate to contact me.

Sincerely,

Randall B. Faber
Office of Location & Environment
randall.faber@dot.state.ia.us

RBF

cc: Andrew Wilson, Federal Highway Administration
Richard Kautz, Iowa DOT, District 6
John Walthall, Illinois Department of Transportation

Concur: 2-11-03 2-26-03
IASHPO Date ILSHPO Date



Illinois
Department of
Natural Resources

One Natural Resources Way • Springfield, Illinois 62702-1271

<http://dnr.state.il.us>

Rod R. Blagojevich, Governor

March 21, 2003

Mr. Jeffery W. Olson
CH2MHILL
1380 Corporate Center Curve
Eagan, MN 55121

RE: Proposed I-74 Bridge
Improvements - Moline, IL.
Detailed Action Report
IDNR Proj. No. 104209
Rock Island Co.

Dear Mr. Olson:

The Illinois Department of Natural Resources (IDNR) has reviewed the materials of the Detailed Action Report provided on the project referenced above and has the following comment.

The Detailed Action Report identifies several Federal and State Listed mussel species that are known to occur in the project corridor. The project as described will adversely impact these listed species due to habitat loss and potential for harming individual species. It is the Department of Natural Resources biological opinion the proposed action is likely to result in an incidental take of the Higgins Eye Pearly Mussel, Spectacle Case Mussel, Butterfly Mussel and the Sheepsnose Mussel. The Department strongly recommends that the Department of Transportation seek an Incidental Take Authorization (ITA) before proceeding with the project. The Incidental Take Authorization should include any other mussel species that may occur in the vicinity of the project.

The Bald Eagle is also a Federal/State listed species known to occur near the project area. The Department recommends that the data be reviewed and refined for the exact location of this species in the future as the project becomes more realistic for construction.

To comply with the Illinois Endangered Species Protection Act, it is recommended that the applicant make application to the Illinois Department of Natural Resources for the procedures and application required to file this conservation plan. This coordination effort should be addressed to Mr. Glen Kruse / Biodiversity Program Manager, Illinois Department of Natural Resources, One Natural Resources Way, Springfield, Illinois 62702-1271.

Based on IDOT applying for the ITA, consultation is closed on this project. It is important that this process be implemented immediately to assure the project meet any pending construction schedule. If you have any questions on the above, please contact me at 217-785-5500.

Sincerely,

A handwritten signature in cursive script that reads "Steve Hamer".

Steve Hamer
Transportation Review Program
Division of Resource Review and Coordination

cc: Glen Kruse, IDNR/ORC/Stewardship and Protection
Charles Perino, Illinois Department of Transportation-BDE

Correspondence with County/Municipal Agencies



November 26, 2002

The Honorable Ann Hutchinson
City of Bettendorf
Bettendorf City Hall
1609 State Street
Bettendorf, IA 52722

Subject: I-74 Iowa-Illinois Corridor Study (IM-74-1(122)0—13-82)

Dear Mayor Hutchinson:

This letter is in regards to the ongoing I-74 Iowa-Illinois Corridor Study. Specifically, we are writing to assess your interest and commitment to maintain the Iowa-bound I-74 bridge over the Mississippi River for future use as a pedestrian/bicycle facility.

As you are aware, the Iowa Department of Transportation and Illinois Department of Transportation are jointly conducting an engineering and environmental study of I-74 extending from 23rd Avenue in Illinois to 53rd Street in Iowa. The study is being advanced under the guidance of the I-74 Project Steering Committee. The objective of this study is to develop a recommended plan for correcting the existing capacity, operational, and safety deficiencies along I-74 and at the existing Mississippi River bridges. Roadway construction alternatives under consideration include adding lanes to I-74, constructing new wider bridge(s) for I-74 over the Mississippi River, and improving existing interchanges and connecting local roadways. Other improvement features such as transportation system management strategies, transit and bike/pedestrian trail enhancements are also being considered in conjunction with proposed roadway improvements. A recommended improvement plan for I-74 will be identified in the Final Environmental Impact Statement (Final EIS) after the Draft Environmental Impact Statement (Draft EIS) has been circulated and comments received. The I-74 improvement plan will be approved in the Record of Decision (ROD).

In conjunction with our ongoing environmental studies, we are evaluating options for avoiding or minimizing impacts to sensitive environmental resources along the corridor. One of these resources is the Iowa-bound Mississippi River Bridge, which is a historic structure eligible for the National Register of Historic Places. We have considered several options for continued use of the existing I-74 bridges for interstate traffic, and have determined that they are not reasonable alternatives since they do not address the project purpose and need, particularly relating to roadway design and safety. Project build alternatives therefore include abandonment of the existing Mississippi River bridges for I-74 interstate traffic and the construction of a new improved I-74 structure(s).

Although we have determined that the existing Iowa-bound bridge cannot be re-used for interstate traffic, we continue to evaluate the viability of retaining the existing Iowa-bound bridge for other transportation uses such as for an exclusive bicycle/pedestrian crossing. As you are aware, we are considering the provision of a new bicycle/pedestrian crossing over the Mississippi River with the I-74 improvements in response to public interest in expanding trail connections in the region. We are evaluating three options in this regard:

- ❑ Retaining and converting the existing Iowa-bound I-74 bridge to an exclusive bike/pedestrian crossing,
- ❑ Constructing a physically separated bike/pedestrian trail along the new I-74 bridge(s),
- ❑ Providing no new bike/pedestrian crossing over the Mississippi River.

Both new crossing options would include construction of trail connections to the existing riverfront trails in Iowa and Illinois. Both new crossing options would require local support and participation.

As a first step, we must confirm the viability of retaining and converting the Iowa-bound bridge to an exclusive bike/pedestrian crossing. This option is reasonable and practical only if there exists a commitment from a local agency to assume jurisdiction, future liability, and financial responsibility for the bridge. In general, local financial responsibilities would include the following:

- Cost participation for initial structural modifications, as well as costs for any required connections to adjacent bicycle/pedestrian facilities. Initial structural modifications include both structural repairs as well installation of fencing, signage, and expansion joint coverage to allow safe use by bicyclists and pedestrians. Specific local agency cost sharing responsibilities for these modifications would be negotiated at a later date.
- Long term maintenance and operating costs, including operating expenses, liability costs, and ongoing structural inspections and repairs. The local agency would be 100% responsible for long term maintenance and operating costs.
- Any resultant incremental design and construction cost increases for a new I-74 bridge, which may be required to accommodate retention of the existing bridge. Incremental costs and specific local agency cost responsibilities would be developed and negotiated at a later date.

We have prepared a preliminary cost analysis for the initial structural modifications and long term maintenance and operating costs for this option. Cost estimates are summarized on the enclosed Table 1 (Iowa-Bound Bridge Re-Use Cost Estimate).

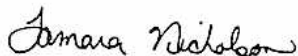
At this time, please advise us of your interest in potential bicycle/pedestrian accommodations at the I-74 Mississippi River crossing, as well as your interest and

commitment to maintaining the existing Iowa-bound I-74 Mississippi River bridge for continued use as a bicycle/pedestrian facility. Note that although both DOT's and the Federal Highway Administration have come to agreement in principal that a physically separated trail crossing could be constructed (with appropriate design provisions) along the new I-74 bridge, no decisions or commitments have been made in this regard. Therefore, all three bicycle/pedestrian crossing options remain under consideration. In order to avoid a possible need to revisit this issue in the future, we request your input on the continued use option on the premise that other bike/pedestrian options (i.e. construction of a trail along the new I-74 bridge(s)) prove to be unachievable. Under these circumstances:

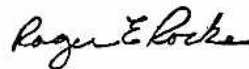
- 1) Are you willing or able to assume jurisdiction and future liability for the Iowa-bound bridge and to operate the bridge as a bike/pedestrian facility? If your answer is no, skip to question #2.
 - 1a) Are you willing to assume all future maintenance and operating costs?
 - 2a) Are you willing to participate in the costs of the initial modifications and trail connections?
- 2) If the Iowa-bound bridge was removed, what measures do you think are appropriate to retain a historical record of the bridge?

We would appreciate your advisement of interest in bicycle/pedestrian accommodations at the I-74 Mississippi River crossing and your response to the above questions by December 27, 2002. If you have any questions or would like to discuss this matter further, please contact Tamara Nicholson of the Iowa Department of Transportation at 515/239-1797.

Sincerely,



Tamara Nicholson, P.E.
Project Manager
Iowa Department of Transportation



Roger Rocke, P.E.
District Engineer
Illinois Department of Transportation

Cc: Becky Hiatt/Federal Highway Administration
Mr. Decker Ploehn/City of Bettendorf

TABLE 1: IOWA-BOUND MISSISSIPPI RIVER BRIDGE RE-USE PRELIMINARY COST ESTIMATE (1)

	Estimated Costs			Estimated Schedule
	2002 \$	2% Inflation Rate (2)	4% Inflation Rate (2)	
Initial Construction & Structural Repairs				
Trail Connection Construction (3)	\$2.1M	\$2.4M	\$2.9M	2010
Structure Improvements & Modifications (4)	\$5.2M	\$6.1M	\$7.1M	2010
Structure Inspection & Repairs (5)	<u>\$8.9M</u>	<u>\$10.4M</u>	<u>\$12.1M</u>	2003, 2010
Subtotal	\$16.2M	\$18.9M	\$22.1M	
Cumulative Maintenance & Operating Costs				
Maintenance and Operations (6)	\$5.1M	\$12.0M	\$27.7M	2011–2075 (annually)
Structural Inspections & Repairs (7)	<u>\$8.8M</u>	<u>\$20.8M</u>	<u>\$52.5M</u>	2011–2075 (varying schedule)
Subtotal	\$13.9M	\$32.8M	\$80.2M	
Total Estimated Cost	\$30.1M	\$51.7M	\$102.3M	

(1) Estimated life-cycle costs for conversion of Iowa-bound I-74 bridge to exclusive bike/pedestrian facility. Analysis assumes opening of bike/pedestrian facility in 2011 and continued operation through 2075.

(2) Assumes constant 2% and 4% inflationary rates from 2002 through 2075.

(3) Construction costs only; assumes new trail connections would be constructed within existing public right-of-way.

(4) Includes installation of fencing, signage, and expansion joint coverage to allow use by bicyclists and pedestrians.

(5) Includes in depth main cable and remaining life study and miscellaneous structural repairs. Remaining cable life study (\$300,000) would be completed in 2003 if decision is made to retain existing bridge.

(6) Includes operating expenses, routine maintenance, labor costs, and insurance costs.

(7) Includes regular structural and main cable inspections, structural repairs, and bridge washing and painting.

11/26/02 Letter Distribution:

1. cc all letters to Becky Hiatt/FHWA
2. bcc all letters to Tammy Nicholson/Iowa DOT and Kevin Marchek/Illinois DOT
3. four addresses as noted below with additional cc's.

City of Moline:

The Honorable Stan Leach
City of Moline
619 16th Street
Moline, IL 61265

Cc: Mr. Dale Iman
City of Moline
619 16th Street
Moline, IL 61265

City of Bettendorf:

The Honorable Ann Hutchinson
City of Bettendorf
1609 State Street
Bettendorf, IA 52722

Cc: Mr. Decker Ploehn
City of Bettendorf
1609 State Street
Bettendorf, IA 52722

Scott County:

Mr. Ray Wiersen
County Administrator
Scott County
518 W. Fourth Street
Davenport, IA 52801

Cc: Mr. Larry Mattusch
Scott County
Courthouse Annex
518 W. Fourth Street
Davenport, IA 52801

Rock Island County:

Rock Island County Board
Attn: County Board Chairman
County Office Building
1504 Third Avenue
Rock Island, IL 61201

Cc: Mr. Gary Lange
Rock Island County
PO Box 797
851 W. 10th Avenue
Milan, IL 61264

BOARD OF SUPERVISORS

428 Western Avenue
Davenport, Iowa 52801-1004

Office: (563) 326-8749
Fax: (563) 328-3285
E-Mail: board@scottcountyiowa.com



CAROL H. SCHAEFER, Chairman
JIM HANCOCK, Vice-Chairman
OTTO L. EWOLDT
PATRICK J. GIBBS
LARRY E. MINARD

December 19, 2002

Ms. Tamara Nicholson, PE
Project Manager, Administration
Iowa Department of Transportation
800 Lincolnway
Ames, Iowa 50010

Dear Ms. Nicholson:

The Board of Supervisors has discussed your letter relative to the I-74 Iowa-Illinois Corridor Study and appreciate your request for our input. The Board is concerned about the safety of this bridge and supports the need for a replacement and corridor improvements. However, Scott County is not willing or able to assume jurisdiction of the existing Iowa-bound bridge and to operate it as a bike/pedestrian facility.

If the bridge were removed, the Board would support efforts to retain a historical record of the bridge. We believe that photographs should be taken of the bridge, and if available, original architectural designs of the bridge be kept on file.

If you have any other questions relative to this project, please let us know.

Sincerely,



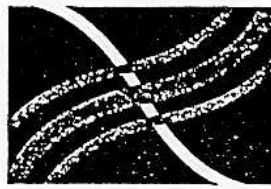
Carol H. Schaefer, Chairman
Board of Supervisors

CHS/cb

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DEC 23 2002

OFFICE OF LOCATION & ENVIRONMENT



Rock Island County

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JAN 13 2003
OFFICE OF LOCATION & ENVIRONMENT

Rock Island County...Build the future and improve the quality of life for our community

County Board

Chairman
James E. Bohnsack

Vice Chairman
John Brandmeyer

Committee Chairpersons

Welfare
Phillip Banaszek

Forest Preserve
Ted E. Davies

Public Works
Catherine J. Wonderlich

Administration
Gary Freeman

Fee & Salaries
John Malvik

Finance & Economic
Development
Tom Rockwell

Legislative
Connie Mohr-Wright

Board Members

William R. Armstrong
Steven Ballard
Karen Calvillo
John P. Dingeldein
Johnny Ellis
Frank R. Fuhr
Donald L. Jacobs
Ken Maranda
Virgil Mayberry
Patrick Moreno
LaVern Ohlsen
James Sallows
Fred W. Schultz
Wanda M. Sweat
Walter J. Tiller
Don "Whitey" Verstraete

Executive Assistant
Shelly L. Chapman

Payroll Supervisor
Carol A. Shradar

January 9, 2003

Ms. Tamara Nicholson
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Dear Ms. Nicholson:

The Rock Island County Board Public Works Committee has reviewed your letter regarding the I-74 Iowa-Illinois Corridor Study (IM-74-1 (122)0-13-82) and has determined that we are not willing or able to assume jurisdiction and future liability for the Iowa Bound bridge and to operate the bridge as a bike/pedestrian facility.

Thank you for the opportunity to respond.

Sincerely,

James E. Bohnsack
County Board Chairman

JEB/sc

cc: Ron Standley, Acting County Engineer

Direct line is now (309)558-3605

OFFICE OF THE COUNTY BOARD

Rock Island County, Illinois
1504 Third Avenue, Rock Island, IL 61201
Phone: (309) 786-4451, Ext. 600 • Fax: (309) 786-4473



RECEIVED
JAN 27 2003
OFFICE OF LOCATION & ENVIRONMENT

January 22, 2003

Mr. Gregory Mounts, Dist. Engineer
Division of Highways, District 2
Illinois Department of transportation
819 Depot Avenue
Dixon, Illinois 61021-3500

Tamara Nicholson, P.E.
Project Manager
Iowa Department of Transportation
800 Lincolnway
Ames, Iowa 50010

Dear Mr. Mounts and Ms. Nicholson:

This letter is a joint response to the request for formal input regarding the provision of bike/pedestrian crossing on one of the existing I-74 spans. The request also notes that if this were to occur, a transfer of maintenance and jurisdiction of the span to a local jurisdiction would be required. The local jurisdictions are not interested in ownership of the span. However, we believe bike/pedestrian access should be provided by the Iowa and Illinois Departments of Transportation and the Federal Highway Administration on the new I-74 bridge(s), a federal and state facility.

One of the purposes of the I-74 Corridor project, as stated in recent public information, is to "improve opportunities for other modes of transportation". The construction of a new I-74 crossing will offer reliable transit access across the Mississippi River. Likewise pedestrian/bike access should be provided at this location, which is central to the Quad Cities. Although there are other locations for pedestrians and bikes to cross the Mississippi River, none meet AASHTO guidelines for bicycles. In addition, these other crossings are 3.5 to 4.0 miles away from this location. By scale, this is a significant distance off course for a pedestrian or cyclist that has a destination in the I-74 corridor area.

Analysis by CH2M Hill shows that a bike/pedestrian crossing on one of the existing I-74 spans would:

- Constrain design options for the new I-74 bridge(s),
- Potentially increase river flood elevations, and
- Cost 70 percent more in initial capital and three times more in operation/maintenance than bike/pedestrian access on the new I-74 bridge(s).

Further, the initial cost estimate for a bike/pedestrian access on the new I-74 bridge(s) would only constitute roughly 2.7 percent of the total estimated cost of the new bridge(s) and their initial interchanges in the downtown areas.

The Federal Highway Administration Final Guidance on Transportation Enhancement (TE) Activities, 23 U.S.C. and Transportation Efficiency Act of the 21st Century noted in the Policy statement the following:

Through the TE activities Congress provided innovative opportunities to enhance and contribute to the transportation system. This is being carried out in a non-traditional fashion through implementation of a specific list of TE activities. The focus of these actions is to improve the transportation experience in and through local communities.

Further, the Project Development statement of the Guidance said:

State DOT's, MPO's and FHWA field offices have a responsibility to actively pursue TE opportunities during the development of individual transportation projects. Accordingly, future environmental approvals should specifically take into consideration the potential for implementing transportation enhancement activities as part of these overall projects. During their involvement in these projects, FHWA field offices should promote TE activities as a means to more creatively integrate transportation facilities into their surrounding communities and the natural environment. When appropriate, TE activities may be developed in cooperation with other State and local agencies and with private entities. However, the State DOT or other eligible transportation agencies shall remain responsible to the FHWA for the project.

We would suggest that bike/pedestrian access, on the new I-74 bridge(s), falls under the jurisdiction of the States and the FHWA. Local governments in the Quad Cities have spent millions of dollars on trail access throughout the metropolitan area. The source of some of these funds has been TE dollars, but many have also been from local and state recreation dollars. As testimony to this, trail systems such as the Duck Creek and Riverfront Trails in the Iowa Quad Cities and the Great River and Kiwanis Trails in the Illinois Quad Cities were begun before ISTEA and the TE program existed.


We appreciate the past assistance of both DOT's in funding projects on the trail systems in the Quad Cities. We also recognize past examples of State involvement in establishing major trail crossings over rivers, such as with the soon to be completed West Rock River Bridge in the Illinois Quad Cities and the \$21.5 million stand-alone bike/pedestrian bridge over the Missouri River in the Omaha metropolitan area.

The request to comment on this critical issue related to the I-74 Bridge and corridor improvements is appreciated. This project provides the chance to offer centrally located river crossing access to bike and pedestrian traffic. Major river crossing improvements are addressed infrequently in any community due to their significant cost. This opportunity should not be overlooked. Therefore, we feel that the States of Iowa and Illinois, along with the Federal Highway Administration, should include bike/pedestrian access as part of the new I-74 Bridge project.

Finally, with respect to an appropriate historical record of the existing I-74 Bridge, we believe that memorials should be erected on both sides of the river. There is strong sentiment that the memorials should include historical data relevant to the bridge and incorporate distinctive materials salvaged from the structure.

Again, thank you for the opportunity to provide input concerning these important issues. The construction of a new I-74 bridge linking the Cities of Moline, Illinois and Bettendorf, Iowa is of unparalleled importance for the future of our communities. We look forward to working closely with you to insure the success of this project.

Sincerely,



Mayor, Ann Hutchinson
City of Bettendorf

Sincerely,



Mayor, Stanley F. Leach
City of Moline

Correspondence with Other Organizations

I-74 Iowa-Illinois Corridor Study: MetroLINK Meeting

ATTENDEES: Jeff Nelson/MetroLINK
Liz Van Lauwe/MetroLINK
Tammy Nicholson/Iowa DOT
Andy Wilson/Iowa DOT
Fred Dean/Iowa DOT
Laura Lutz-Zimmerman/Iowa DOT
Kevin Marchek/Illinois DOT
Lidia Pilecky/CH2MHILL

COPIES: Tammy Nicholson/Iowa DOT
Kevin Marchek/Illinois DOT

FROM: Lidia Pilecky

DATE: July 5, 2002

A meeting was held with MetroLINK officials at 8:30AM on June 6, 2002 at the MetroLINK offices. The purpose of the meeting was to discuss proposed alternatives under consideration for the I-74 project, and opportunities to integrate transit enhancements into the project. A copy of the meeting agenda and sign-in sheet are attached.

Lidia Pilecky provided a summary of project status and of the proposed alternatives that remain under consideration.

Jeff Nelson and Liz Van Lauwe discussed ongoing transit studies and possible long range regional transit improvements. As an initial step, MetroLINK is currently finalizing a Balanced Growth Initiative Study, which is exploring required land use and development practices to support a possible future rail transit system in the Quad Cities region. The objective of this study is to determine the viability of a rail transit system based both on land use requirements and a cursory financial analysis. Presently, the study is considering exclusively an east-west transit system orientation in the Illinois communities. Jeff noted that Iowa has set aside funding and will likely request that a north-south linkage to Iowa communities be added to the study.

There was a discussion regarding the existing Mississippi River bridges, and whether it would be reasonable to retain the existing bridges for exclusive transit use. Jeff Nelson indicated that due to steep approach grades and their structural capacity, the existing I-74 bridge could not practically be adapted to future rail transit use. In regards to exclusive bus transit (i.e. bus rapid transit), Jeff indicated that this option also is not practical due to high costs and relatively low ridership potential.

Opportunities to accommodate transit enhancements with the proposed alternatives for I-74 were discussed. Specifically:

- The new I-74 bridges and mainline should provide opportunities for future transit accommodations. As an example, shoulder widths should not preclude a possible future bus rapid transit (BRT) system, with buses operating on shoulders during peak hours.
- Ramps should be designed to accommodate ramp bypass lanes for buses. This could be accomplished by providing structural depth shoulders along the ramps to accommodate bus traffic. A similar application is currently being used in Minneapolis, MN.
- The possibility of providing park-and-ride lots along the I-74 corridor was discussed. Jeff indicated that based on prior studies, there does not appear to be an appreciable demand for park-and-ride lots given the absence of major trip origin and destination hubs in the region.
- The possibility of providing bus turnouts, either along I-74 or along major local roadways was discussed. Jeff noted that given travel demand and traffic operating characteristics in the region, there does not appear to be a need for bus turnouts. The only possible benefit would be bus turnouts along I-74 which would provide transit riders with direct access to adjacent crossroads. It was noted that such a turnout would be very costly to construct and maintain.

Lidia concluded the meeting with a brief summary of next steps, and indicated that information regarding potential continued use of the Mississippi River bridge for alternative transportation uses will be presented at the upcoming I-74 Public Information Meetings.



2117 State Street

Bettendorf, Iowa 52722

563/355.4753

563/355.7913 Fax

www.bettendorfachamber.com

August 8, 2002

Mr. Richard Kautz, P.E.
District Engineer
Iowa DOT District 6 Office
430 16th Avenue S.W.
Cedar Rapids, IA 52406-3150

RE: Proposed concepts for I-74 river crossing in Bettendorf, Iowa

Dear Mr. Kautz:

The Bettendorf Chamber of Commerce is pleased to have had the IDOT share proposed concepts for the Interstate 74/Mississippi River crossing at the recent information sessions. Since then we have gathered input from our members and seen a concern emerge that needs to be addressed.

The concern stems from both concept proposals showing a permanent closing of Mississippi Boulevard, which at 12th Street becomes Holmes Street. Plans call for constructing retaining walls across this street, which would effectively eliminate an option for local traffic. Such a proposal creates concerns about safety, traffic flow, aesthetics and access to essential services.

There is a strong feeling that cutting off these access points greatly constricts the ability of a significant part of the community to get to other parts of the city. Channeling this traffic onto Grant Street creates needless congestion and could become a safety issue as people from this area attempt to commute to and from school and work, or run daily errands.



We would like the Iowa DOT to take this concern into account as it refines its concept, and seek a solution whereby Mississippi Boulevard would remain an accessible thru-street. To close it would present safety concerns, impede the flow of traffic, and potentially isolate a portion of the community from critical services such as police, fire and emergency medical attention.

We appreciate your efforts on this vital state project, and look forward to continuing work with you.

Sincerely,


Scott D. Tunncliff
President/CEO

Copy: Decker Ploehn, Bettendorf City Administrator
Norm Voelliger, 1st Ward Alderman
Dan Ellard, concerned citizen and Bettendorf Chamber member



October 28, 2002

Mr. Scott Tunnichliff
2117 State Street
Bettendorf, IA 52722

Re: Comment received following Public Meeting #2, July 2002

Dear Mr. Tunnichliff:

Thank you for your interest in the I-74 Iowa-Illinois Corridor Study.

We appreciate the participation of the Bettendorf Chamber of Commerce in this important regional project. We continue to evaluate and consider alternatives in both downtown Bettendorf and Moline. We are highly concerned about issues of safety, traffic flow, access, and aesthetics just as you are, and will consider your comment during our ongoing evaluation.

In response to concerns regarding the potential closure of Mississippi Boulevard, we are evaluating options which would retain vehicular access under I-74. Options may include reconstructing and lowering the vertical elevation of Mississippi Boulevard under I-74. We will continue to work closely with both the City of Bettendorf and the Bettendorf Chamber of Commerce on this issue to ensure that local access needs are addressed with the I-74 improvements.

We invite any and all comments you and your organization may have during the remainder of the project. It is only through such ongoing dialogue that a solution which addresses I-74 travel needs and complements community objectives can be developed.

Again, we appreciate your ongoing involvement in the study, and encourage you to visit the I-74 study web site (www.i74corridorstudy.org) to see up-to-date project information including newsletters, reports, and design concepts.

Sincerely,

Tamara Nicholson, P.E.
Project Manager
Iowa Department of Transportation

Roger E. Rocke, P.E.
District Engineer
Illinois Department of Transportation



RIVER•ACTION•INC

A non-profit corporation working for riverfront enhancement and public access

QUAD CITIES USA

May 5, 2003

Tamara Nicholson, P.E.
Project manager
Iowa Department of Transportation
Office of Location/Environment
800 Lincoln Way
Ames, IA 50010

Dear Ms Nicholson:

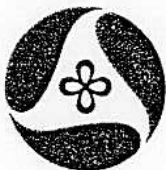
At its meeting on Friday, May 2, 2003, the Board of Directors of River Action approved the following position in relation to the pending construction of an I-74 Bridge in the Quad Cities:

Whereas River Action supports improving our Mississippi River environment, riverfront development, and public access, River Action strongly supports the following in relation to the projected I-74 Bridge construction:

- 1) Any new bridge should provide a safe dedicated passage for bicyclists and pedestrians as a part of its basic construction funding.
- 2) Any new bridge should provide safe and convenient access to the riverfront for motorists.
- 3) A new bridge should be either a "signature" bridge or utilize one or both of the present spans for a signature.
- 4) Interested citizens and groups should be included on the bridge planning committee which has the authority to make significant bridge planning decisions.

Thank you for your attention and consideration in regards to this important project.

Chuck Oestreich
River Action Planner



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1797

Fax: 515-239-1982

June 4, 2003

Chuck Oestreich
River Action Inc.
River Action Planner
P.O. Box 964
Davenport, IA 52805

Dear Mr. Oestreich:

Thank you for your recent letter stating the position of the River Action Board of Directors regarding the I-74 corridor study and bicycle/pedestrian accommodations. Multiple variations of possible bicycle and pedestrian accommodations remain under consideration. The Draft Environmental Impact Statement (Draft EIS) is currently being prepared and a public hearing on the project will be held upon its completion.

Your comments will be included in the project records and your continued involvement in the project development is appreciated. We welcome any additional questions or comments you have.

Sincerely,

Tamara Nicholson, P.E.
Project Manager
Iowa Department of Transportation

TN:jj

cc: Dick Kautz, Iowa Dept of Transportation, District 6 Engineer
Fred Dean, Iowa Dept of Transportation, Transportation Planner
Steve Larson, Iowa Dept of Transportation, Office of Location and Environment